

DEALERS LEAVE FOR BIG SHOW

Several Are Detained, But Representation at the Big Chicago Show is Good.

The dealers' excursion to Chicago started on Friday afternoon on the delayed Golden State limited, though a number of dealers got away on Thursday afternoon, rather fearing a jinx if they started their journey on a Friday. The total representation at the Chicago show will be about 25. Several dealers were detained at the last minute and others feared that the weather conditions in the east might result in traveling delays and dared not risk any delays.

R. G. Perry headed the Lone Star delegation of five. Adolph and John Buquero were at the head of six Maxwell representatives. J. W. Kirkpatrick led the Tri-State forces while M. J. Roseboro, the new sales manager of the Southern Motor company, represented the Haynes.

Out Edwards came in from Alpine to join the Maxwell crowd. He believes that the trip to the big show will be a great education for any dealer and ago, but when the auto dealers factories before returning home.

George R. Spangler, of Rowles & Spangler, was the sole representative of Silver City, and went with the Dodge delegation. Mr. Spangler loves traveling and has rammed about 100,000 miles. He was an ardent bicyclist years ago, but when the auto displaced the cycle, he took up the new machine and has been very successful as a Dodge salesman in Silver City. He reported 15 inches of snow in Silver City on Thursday night and still snowing when he left so he has no worries about cold weather in the east.

Joe Baker was kept home by a refractory bolt. It is now improving, but Joe says that he won't be sure it's really come until he's able to stretch his neck easily.

Changes in the firm kept D. S. Russell, of the Southern Motor company, home, but he sent M. J. Roseboro to look after the interests of the firm.

Times in his family prevented R. W. Tinsion, of the Saxon, making the trip, while the recent changes of five prices and consequent rush of business upset the well laid plans of A. W. Bittick. The 21 Passengers will arrive in Kansas City tonight and on Sunday they will be entertained by the Kansas City dealers. The Fort Worth special train is due in Kansas City on Sunday morning at 9:30 o'clock and the two parties will join and pull out on a special train at 6 o'clock Sunday evening. The special is due in Chicago at 7:30 o'clock on Monday morning.

The great majority of the southwestern dealers will leave the show on Wednesday night for the various factories and should be returning home in about eight to ten days.

TWO MILLION AUTOS REGISTERED IN U. S.

The number of automobiles and motor trucks in the United States has passed the 2,000,000 mark, the total registration throughout the country at the end of the first six months of 1915 showing that 747,981 machines are in use between the Atlantic and Pacific and Canada, and the Gulf. These statistics represent the most accurate record yet made, as to date, all duplicate registrations being deducted.

FEWER INJURIES BY AUTOMOBILES

Number of Machines Increases, But Injuries Not in Proportion.

Washington, D. C. Jan. 22.—Is the deathliness of the automobile increasing or decreasing?

This question seems to be answered in a very conclusive manner by the bureau of the census, in making public some preliminary mortality statistics for the year 1914, which indicate that during the five years from 1909 to 1914 the number of automobiles in use in the United States increased more than twice as rapidly as the number of fatalities caused by them.

At the close of 1909, according to figures compiled by the National Automobile Chamber of Commerce, of New York city, from state registration reports, due allowance being made for duplicate registrations, the number of automobiles in use in the United States was approximately 200,000; by the close of 1914 it had risen to 1,270,000; and a year later, at the end of 1915, it was 1,570,000.

In the meantime the number of deaths due to automobile accidents and injuries increased from 622 in the year 1909, to 1,914 in 1914, and the increase from 1914 to 1915, for the registration area as constituted in 1915, they containing 85 percent of the population of the country, was from 2188 to 2735.

That a five-year increase of 775 percent—accepting as reliable the figures compiled by the National Automobile Chamber of Commerce—in number of machines has been accompanied by an increase of 215 percent in automobile fatalities; and a one-year increase of 25 percent in number of machines has been accompanied by an increase of 12 percent in fatalities.

Perhaps a more reliable comparison, from the statistician's point of view, can be made between the increase in number of automobiles in use and the increase in the rate per 100,000 population for deaths caused by them. This is because, with a given number of machines in use in a given area, the fatalities due to them will tend to be proportional to the population of that area. When the census is made on this basis, it appears that a five-year increase of 775 percent in number of machines has been accompanied by an increase of 253 percent—from 1.2 to 4.3 per 100,000 population—in the death rate resulting from automobile fatalities. Similarly, the year increase of 28 percent in number of automobiles has taken place along with an increase of only 19 percent—from 2.9 to 4.2 per 100,000—in the death rate charged to them.

One cause of the proportional decrease in the deathliness of the automobile is undoubtedly to be found in a reduction in average mileage per machine, but, after due weight is given this factor, and a suitable margin is allowed for possible error resulting from inaccuracy in the estimated portion of the automobile statistics, the figures still appear to furnish ample justification for the conclusion that the automobile of today is being driven with more care and more regard for public safety than it was a few years ago.

Build up your home valley. Use her products.

PORTO RICANS TAKE TO AUTOS

Motor Contests Feature the Big Fiesta; Haynes Is a Winner.

The results of the tests of high speed motors in tropical countries indicate that this trend of the automobile industry is meeting with universal approbation. This type of raw engine is able to withstand every climatic condition with ease, and its ample and cheap supply of flexible, supple power gives the automobile owner in any part of the world supreme confidence in his car, said David S. Rusek, of the Southern Motor company, distributors of the Haynes light six.

The particular reason for the automobile dealer's motor car philosophy was the performance of the Haynes "light six" in the automobile contest held during festival week in early December at Ponce, Porto Rico. In a low speed contest in high gear, a Haynes car driven by Antonio Catinchi, a native Porto Rican, throttled down to three-fourths of a mile per hour. Four other competitors overtook the winner before it went under the wire in the presence of the carnival officials. Two low speed motors were disqualified in the contest because their motors stalled while running.

Several other automobile contests were held on the Ponce athletic field in the interest of the island motor car enthusiasts. A good number of participants in the ten day "fiesta" left off their afternoon masquerading to see the automobiles built by "Los Americanos" perform. Prices were given for the most elegantly appointed cars, owned chiefly by the wealthier Spanish class, for the cars best decorated in the spirit of the holiday, and awards were made for personal skill in driving.

The Porto Ricans, native and foreign, planters and business men, are close followers of developments in the motor car industry. The traveling conditions, which are rapidly improving under government road supervision, demand powerful motors for driving over the rugged island highways in the plantation districts. In the cities, the crowded streets require a flexible engine that responds to a touch of the control mechanism.

The popular cars have high speed, high power motors, chiefly because it is this engine type that fulfills the motoring requirements. The weather and temperature conditions are essentially different from those of the United States, but the better American motors are easily masters of these conditions.

NEW NONSTOP RECORD. After nearly doubling the figures that have, for three years, represented the motor nonstop record, the Maxwell touring car which has created a complete set of long distance marks, has been stopped at Los Angeles. The Maxwell's motor nonstop record is 22,922.3 miles. This replaces a former record of 12,049 miles.

Our assortment of Ivory Brushes, Combs and Mirrors is very complete. Let us show you Potter Drug Co. Phone 356-375, 191 S. El Paso St.—Adv.

Get results—Use Herald Want Ads.

Advises Careful Driving and Non-Skids For Winter

"Now that the winter season is here and motorists are feeling the usual dread of slippery streets and the dangers of driving on snow covered highways, a few simple rules may be timely," says R. S. Wilson, manager of the service department of the Goodyear Tire and Rubber company.

"Of greatest importance are your tires. All weather tread tires on your wheels will insure against skidding. It is well to have nonskid tires on all wheels, but by all means have them on the rear wheels. For the average amount of driving that is done, about one and one-half sets of tires per year are sufficient tire equipment. In buying all weather tires and changing from rear to front after worn smooth, you can usually have new, or nearly new tires on your wheels. If the car is run enough for these tires to wear down smooth, they can be changed to the front and replaced with new nonskid tires. Once taken off the front, it still good, will be in good shape to be used the following summer when there is less danger of skidding.

"In stopping on a wet or snowy street, it is better to drive at a speed which will allow stopping by cutting down the speed than to apply your brakes, and break the contact of the tires with the street. The sudden application of the brakes gives you a few extra inches of distance to skid, with the ever present danger of breaking a wheel against the curb.

"Goodyear all weather tread tires with their special blocks of tough rubber, with careful driving, will be largely use them, be sure to apply them slowly. If tire chains are too tight the metal will rattle into the rubber, and continuous pressure will soon ruin the tire. Many tires have been ruined by badly applied chains.

"In passing over frozen roads avoid the ruts, for repeated revolving in the deep ruts will shake the side walls of the tires and cause the rubber to wear down to the fabric, deteriorating it rapidly. The next step is usually the blowout.

"Safety in winter motoring resolves itself into careful driving and proper nonskid tire equipment."

"AUTOMOBILE FOOT" IS "FASHIONABLE" ILLNESS

Here it is—"the automobile foot." People who jam on brakes, use the starter (when it will work) and operate the clutch with the right foot are presenting a real and serious problem to the police science, according to Dr. R. C. Rice, says the Washington Star.

See what happens when you jam on the brake. Great pressure is brought to bear on the foot, which causes a lowering of the blood circulation, and the foot is subjected to the breaking down of the interior transverse arch, with its accompanying metatarsalgia.

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The treatment I recommend is to support the foot with a shoe, advise operating the automobile with less speed, as speed calls for strenuous foot control and foot pressure when purchasing a car, see that it operates easily, without much foot effort, also recommend correctly fitting shoes."

FUEL ECONOMY IS NOW OBJECT OF ENGINEERS

The hope of a possible gasoline famine is uppermost in the minds of American motorists. All motorists are waiting expectancy for the results of the investigation now in progress in Washington. The wholesale exportation of gasoline from this country threatens to send the price of automobile fuel soaring to heights never before attained.

Producing high power and high speed at the cost of former low power and low speed today is the basis of most curious engineering contention, according to Paul Smith, vice president of the Chalmers Motor company. "Chalmers," declares Mr. Smith, "has succeeded notably in keeping itself from being taken into the whirlpool of high speed and high power at the cost of operating economy. Our engineers have kept high power and high mileage per gallon of fuel, lashed securely together."

1915 BEST YEAR OF ALL IN AUTO HISTORY

The manner in which the American public has obtained the largest output of motor cars ever secured out by the American automobile manufacturers was the marvel of the 1915 industrial year. Practically every large factory increased its production from 10 to even as high as 100 per cent, and even then manufacturers have been unable to keep up with orders and during the winter are maintaining mid-season production.

Progress on standardizing wagon tread, through the south is being made, although at present horse vehicles have tread varying from 30 to 70 inches. There is an effort among the carriage associations to standardize on either 34 or 36 inch treads, or both.

TIRE PRICES ARE "UP" IN EL PASO

Tire prices made the expected advance this week and practically every tire represented here has been advanced from 10 to 20 per cent. The first announcement was on United States tires, which increased in price 10 per cent on Monday. Goodyear raised the following day an equal amount. Kelly-Springfields had made their increase at New Year's, but the Buss Rubber company was notified of a raise in the price of G. and J. brand of United States tires of 10 per cent.

The Firestone company followed on Wednesday with an increase of 10 per cent, and a "promise" that another increase may follow in the very near future. Pennsylvania advanced 10 per cent on standard size and Congress made a like increase on Thursday. Fisk raised 10 per cent on standard sizes about the middle of the week, and there is no guarantee that the new prices will be retained long. In fact there is a general feeling that all tires will be still further advanced in price within the next month or so.

So far, Michelin and Lee tires have not yet made any announcement of increase in price.

FARMERS BUY \$200,000 OF AUTOS EVERY DAY

There are 4,248,852 farmers in the United States. Long ago the American farmer discovered he could not compete successfully with his prosperous neighbor unless he adopted the most modern agricultural equipment. The man with the hoe has been way to the tractor-driven cultivators, the cradle has been replaced by giant power harvesters that reap and thresh the grain in one day; the family horse has been pensioned off for a faster galloping carry-all—the motor car.

With the average farmer the buying of a motor car is an investment. With him time is money and the automobile saves time. When a trip to town is necessary the car will make the journey in a fraction of the time required by the horse and buggy. In these 10 states alone the motor car operated by farmers cost over \$10,000,000. These same farmers are spending over \$200,000 a day for new cars.

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Why Doesn't The Fly Fall?

BECAUSE Nature endowed it with a little suction cup in each of its six feet, each cup forming a vacuum between its feet and the object upon which it travels.

For the same reason YOU CAN'T SKID when your automobile is equipped with PENNSYLVANIA OILPROOF VACUUM CUP TIRES because the Vacuum Cups of these tires form a suction grip, which holds your car tenaciously to the slippery pavement.

REMEMBER Pennsylvania tires cost no more than others, mileage yield considered.

V. C. Tires Are Guaranteed 6,000 Miles.

Rio Grande Oil Co. Branch 321 Texas Street.

CONKEY SAYS:—

DON'T WORRY—Hens, like humans, get "fagged out" at times, but CONKEY'S POULTRY TONIC puts new life into them and makes them enjoy working for you. Dealers everywhere.—Advertisement.

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YOUR Overhauling Bill Last Spring Came Due All at Once—Didn't It? AVOID THIS

Suppose this winter you have a little OVERHAULING DONE EACH MONTH, then none of your bills will be large.

To keep an efficient force we must employ them the year 'round.

To have the same man always work on Your Car we must employ him the year 'round.

We want to retain our force and give you first-class service the year 'round.

This Will Be Impossible Unless You Have Your Overhauling Done During the Winter Months

Hailey Auto Co. Phone 456 Always Open. 320 Mills St.

RAILROAD AND AUTOMOBILE TIME TABLES

All trains arrive and depart from Union station, foot of San Francisco street. All arrivals and departures given in El Paso are mountain standard time.

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that are offered daily at our new salesrooms, 208 West San Antonio St. The variety of used cars on our floor gives it the appearance of a real automobile show. Runabouts, Tourings, Speedsters, Commercial Trucks.

All these are up to date and in A1 condition. You will get courteous treatment and we are ready to discuss terms that will suit your pocket-book.

1915 Overland, 7-passenger, used only 3000 miles. \$725

1915 Chalmers, 5-passenger, used only 3500 miles, Real Bargain.

1915 Hupmobiles—Two of them—Slightly used.

1914 Hupmobile in A1 condition—also a 1913 Hupmobile.

Six Overland Touring Cars, first class condition, electric lights and starters.

Eight Ford Touring Cars, 1914 and 1915 models; Suitable Prices.

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308 S. Florence St. El Paso, Texas

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